AMENDMENTS TO THE SPECIFICATION

Please replace original paragraphs **[0017]**, **[0035]** **[0039]** **[0050]** **[0051]**, **[0054]** and **[0068]** with the following:

[0017] In general, in one aspect, the invention relates to an apparatus for developing a sub-sea hydrocarbons field. The ~~method~~ system includes means for liquefying natural gas aboard a vessel using liquid nitrogen aboard the vessel to obtain liquefied natural gas, means for transporting the liquefied natural gas to an onshore terminal, re-gasifying the liquefied natural gas, and means for obtaining a new batch of liquid nitrogen using energy recovered from the re-gasifying the liquefied natural gas.

[0035] Referring to the drawings wherein like reference characters are used for like parts throughout the several views, Figure 4 shows one embodiment of a seabed ~~pertains~~ subsea storage hydrocarbon storage and offtake system in accordance with the present invention. The storage and offtake system comprises a storage tank **100** adapted for placement on and, possibly, attachment to, the seabed **114**. The tank **100** comprises a top **100a**, a bottom **100b**, and one or more side walls **100c**. At the base of the tank **100**, there is an amount of fixed ballast, such as sand, concrete or other dense material, to provide submerged weight to overcome the buoyancy force of the hydrocarbon when the tank **100** is filled to its maximum storage capacity. In the embodiment shown, the tank **100** rests on the sea floor at a depth of approximately 6,000 feet.

[0039] The storage and off-take system further includes a vessel mooring system, which has at least one hawser **110**. As shown in Figure 4, the hawser **110** includes a first end operatively coupled to the ~~surface~~ subsurface buoy **106** and a second end adapted to be accessible from the water surface **116** through the surface buoy **112**. The second end is also adapted to attach to the transport vessel to anchor the transport vessel during offloading operations, as illustrated in Figure 5.

[0050] Now referring to Figures 6 and 7, as previously discussed, the storage tank **100** of the system is substantially pressure balanced. This pressure balance can be achieved by providing that the inside of the tank **100** is in fluid communication with the seawater environment **125** outside of the thank **100** at substantially the same depth. Those skilled in the art will appreciate that in the case of a pressure balanced tank **100**, the transportation and installation loads, rather than differential pressure across the tank **100** during operation will

primarily affect the structural design of the tank **100**. This allow for pressure balanced tanks to have substantially reduced wall thickness in comparison to enclosed storage systems on the seabed, which are subject to hydrostatic pressure differences across the walls of the tank. This also allows for feasible tanks with larger storage capacities, such as up to 2 million barrels of oil, for deepwater service, such as in depths up to 10,000 feet of water, or more. In one embodiment, for example, the tank may have dimensions of about 200 feet ling, about 200 feet wide, and about 250 feet tall and may have a capacity around 750,000 barrels. Thus, embodiments of the invention may provide a lower cost option and/or increased storage capacity than other storage systems.

[0051] Examples of a pressure balanced tank during normal operations in accordance with the above description are shown in Figures 6 and 7. Figure 7 is an illustration of a storage tank **100** during a "filling" operation. Figure 7 is an illustration of a storage tank **100** during an "offtake" operation. In the examples shown, the pressure balance is achieved through the use of a fluid channel **127**, which extends from a lower location inside of the storage tank **100** through an upper section of the tank **100** and into the surrounding seawater environment **125**. The fluid channel **127** allows the interior of the storage tank **100** to be in fluid communication with the seawater environment **125**. Hydrocarbons **121** entering the tank **100** <u>through inlet flow distributor **130**</u> will float to the top **100a** of the tank **100** and become trapped in the riser **104** and the upper portion of the tank **100**, thereby displacing water **123** in the tank toward the bottom **100b** of the tank **100**. Now referring to Figures 6 and 7, as previously discussed, the storage tank **100** of the system is substantially pressure balanced.

[0054] Referring to Figure 6, during production operations, as hydrocarbons enter the storage tank **100** through the inlet **122**, the hydrocarbon/water interface **129** is pushed downward displacing seawater **123** out of the fluid channel **127** and into the surrounding seawater environment **125**. It should be understood that in one embodiment, this hydrocarbon/water interface **129** is naturally formed by pumping hydrocarbons (oil) **121** directly on water **123** in the tank and allowing the hydrocarbons **121** to naturally rise to the top of the tank **100** displacing water **123** to the lower section of the tank **100** <u>and out the open bottom or out fluid channel **127**</u>. However, in other embodiments this interface **129** may be mechanically maintained suing a flexible or permeable membrane member in the tank, which is displaced in the tank as hydrocarbons **121** flow in or out of the tank **100**.

[0068] In order to recover energy from re-gasification of the HP LNG **266**, all or a portion of the HP LNG input **266** is input to the integrated LNG re-gasification air separation plant **276**. The integrated LNG re-gasification air separation plant **276** takes as input air **278** compressed by a compressor **280**. An output of the integrated LNG re-gasification air separation plant **276** in LIN **282**, which is transferred to the FPPSV **182** (in Figure 10), and stored in FPSSV storage tanks **230**. In accordance with one embodiment of the invention, one FPSSV storage tank **230** of the FPSSV may be empty when the FPSSV transports the LIN **282** offshore, and additional FPSSV storage tanks **230** will become available when ~~LIG~~ LNG is re-vaporized.